

MEMORANDUM FOR:

Ed

The DDICS vehicle has 64 K⁺ miles and is ready for replacement. We will go forward with an open market exemption for a Class III vehicle, if you agree and they have \$.

The DDIC vehicle is a 1983 Cutlass with 47K miles. The vehicle is in excellent condition.

Date 4/17/86

8 October 1985

STAT

Memo For:

HOME/OL
GJ10 Hqs Bldg

STAT

From:

C/GPB/PD/OL

STAT

Mike,

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Attached is a copy of all the correspondence and reference material on the D/ICS request for commercial vehicle purchase. [redacted] talked to [redacted] of the ICS on 5 September and informed him that the request, as proposed, has been turned down, and also told him what had to be done to justify and get approval for commercial acquisition of a replacement vehicle.

We're really applying a liberal interpretation of the rules if we go the commercial purchase route on a routine replacement vehicle buy that should be planned for well in advance and handled through GSA channels. The commercial purchase option is supposed to be reserved for real emergencies.

The DDA is standing firm on the issue of buying a "no frills" Class III vehicle for the ICS.

STAT

Would be happy to discuss the matter further if you like. Call me on [redacted]



ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Replacement of D/ICS Automobile

FROM:

Deputy Director for Administration

EXTENSION

NO.

DATE

30 August 1985

TO: (Officer designation, room number, and building)

DATE RECEIVED

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

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EO/L

AD/H

O/PD

C/EPB - For Files

9/14

1/9

9/28

8/30

Loving

Action phs

Also contact

c/ss/ics

Advise time of

note to us from

DDA & the Director

we are taking

leave

9/5/85 - I briefed Mr. Dick

on this issue. He will

review L145-3-35 and take

the necessary action for this

FORM 1-79

610 USE PREVIOUS EDITIONS

DDA 85-0962
30 August 1985



MEMORANDUM FOR: Director of Logistics

FROM: Harry E. Fitzwater
Deputy Director for Administration

SUBJECT: Replacement of D/ICS Automobile

REFERENCE: Memo to D/OL fr DDA, dtd 4 Dec 84, Subject:
Purchase of Motor Vehicles (DDA 84-3469/1)

45-3

1. The conditions of the referenced memorandum still apply. The DDCI has stated clearly our directions and I strongly concur with his decision. We are all aware of the problem of flaunting the DCI's special authorities on this issue.

2. As you will recall, the only reason given by ICS for the 1983 Delta 88 was that the driver, [redacted] could not fit behind the steering wheel in a smaller car. We were on very shaky ground by purchasing that car. Since [redacted] is gone that no longer applies.

3. If the ICS car meets the criteria for replacement, then it should be replaced with a Class III vehicle. As you know, we are on shaky ground by even approving that size car. No frills, i.e., wire wheels should be approved.

Harry E. Fitzwater

26 August 1985

Subject: Comments on ICS Request for Replacement of 1983
Oldsmobile Staff Car

The Agency excuses itself from Federal property management regulations, which require purchase of vehicles through GSA, in emergency situations. In such situations, vehicles are procured commercially by GPB/PD.

As a matter of routine, commercial purchase of vehicles for Agency Deputy Directors has been authorized since dependence on unreliable transportation by these senior officials is deemed an "emergency".

Even then, certain standards have been adhered to regarding the class of vehicle acquired and the types of optional equipment authorized. (see the attached DDA memorandum dated 3 Dec 84). It appears that the ICS has already shopped for and located a particular vehicle to be acquired for the Director, ICS' use. The Delta 88 is a Class IV Large/6 Passenger Sedan, and as described includes several options not approved by the DDA (e.g., stereo radio, wire wheel covers, tilt steering wheel, etc.).

Also, if the D/ICS is authorized the same class of vehicle as that authorized for a Deputy Director, it should be noted that the last two vehicles purchased for DD's were Class III Midsize/5 Passenger Sedans (the type cited in the 3 Dec 84 DDA memorandum). (In Jan 85 an Oldsmobile Cutlass Supreme was purchased commercially for the DDS&T, and more recently a Pontiac 6000 for the DDO). (class IV)

Based on the information in the attached ICS memorandum, the following points should be resolved before acquiring their replacement vehicle commercially: (1) the ICS should submit a memorandum certifying that an emergency situation exists for D/L approval (see LI 45-3-35 attached), (2) a determination should be made regarding the class of vehicle authorized for the D/ICS, and (3) a requisition (Form 88) describing the appropriate class of vehicle and minimum options required should be submitted to PD so that the requirement can be competed between various local car dealers.

S E C R E T



DDA 84-3469/1

3 DEC 1984

MEMORANDUM FOR: Director of Logistics

FROM: Harry E. Fitzwater
Deputy Director for Administration

SUBJECT: Purchase of Motor Vehicles

REFERENCES: A. Memo to D/OL fm DDA, dtd 28 Nov 1984,
Same Subject (DDA 84-3469)B. OMB Bulletin No. 84-17, Supplement No. 1,
Subject: 2901 Reductions

1. I spoke with the DDCI and, with due consideration of reference B, he concurs with me in upgrading the class of vehicles authorized for purchase and use for the four Deputy Directors to Oldsmobile, Cutlass Supreme. These vehicles should be purchased with only "standard" accessories: automatic transmission, power brakes, power steering, air conditioning, tinted glass, twin remote mirrors, intermittent wipers, standard radio, and rear window defogger. Ostentatious accessories such as wire wheels, stereo radios, electric windows, electric seats, etc., are not authorized.

2. All other vehicle procurements for senior Agency officials such as independent office heads who are authorized official vehicles will be limited to the Chevrolet, Celebrity or the Pontiac 6,000. We should standardize the type of vehicles in our sedan fleet to the extent possible to achieve uniformity of spare parts and maintenance operation. In view of the budgetary limitations and the fact that most modern automobiles are just broken in at 60,000 miles, I believe it prudent to have the motor pool certify that an automobile must be replaced at 60,000 miles or the 6-year standard. This should be done prior to your approving the purchase of any replacement vehicles.

3. Reference A asks the Director of Logistics to hold up on any purchase of vehicles for official Agency facilities in the metropolitan D.C. area. While this guidance remains valid, and reference B still must be dealt with, I defer to the Director of Logistics to purchase vehicles, including those for the metropolitan D.C. area, to meet requirements as he deems appropriate. Please consider that the Agency Office of the Comptroller is appealing to OMB to propose 1985 reductions in all categories cited in reference B. This appeal has not been acted upon, and we still face up to a 24.1% reduction for operation, maintenance, management, leasing, acquisition, and disposal of vehicles.

 Harry E. Fitzwater *U*

All Portions SECRET

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Logistics Instruction

LOGISTICS

LI 45-3-35
October 1984

SUBJECT: MOTOR VEHICLE ACQUISITION, REGISTRATION, AND LICENSING

1. PURPOSE AND SCOPE

This instruction establishes Office of Logistics (OL) policy concerning the acquisition of motor vehicles, their registration, and licensing. Part I concerns itself with official vehicles (paragraphs 2, 3, and 4) and Part II with quasi-personal vehicles (paragraph 5).

PART I: OFFICIAL VEHICLES

GENERAL

- a. All Government agencies are required by the Federal Property Management Regulations (FPMR 101-26.501), to acquire their official vehicles through the General Services Administration (GSA). GSA procures vehicles in quantity several times each year and, because of the volume, is able to obtain most vehicles 25 to 30 percent cheaper than buying on an individual basis. The FPMR states that procurement requires 210 to 330 days after consolidation of requirements.
- b. GSA has established a mechanism for expediting procurements in emergency situations on an individual basis. The price will be higher, but leadtime is reduced to approximately three months.

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October 1984

LI 45-3-35

- 25X1 c. Under exceptional circumstances, vehicles may be bought commercially under the special authorities of the DCI if operationally justified. The price will be even higher than through the GSA-expedite channel, but leadtime is greatly reduced.

3. VEHICLE ACQUISITION

a. Acquisition Through GSA

25X1 (1)

- (2) The Interdepartmental Support Branch, Supply Division, will acquire these vehicles and, in accordance with FMPR 101-26.501, must certify that any acquisition of a passenger vehicle is in conformance with Public Law 94-163 and Executive Order 12003 (regarding fuel-efficiency and economy standards). A request for other than standard sedans and station wagons must be justified.

25X1 b. Commercial Procurement

- 25X1 (1) In emergency situations where GSA's vehicle-expedite channel is still too slow, commercial procurement will be considered. The Operating Official must certify that the circumstances justify commercial procurement and the request must be approved by the Director of Logistics. A valid justification might be an urgent replacement of a destroyed vehicle or a new and unforeseen requirement to support intelligence operations.
- (2) The General Procurement Branch, Procurement Division, will procure such vehicles from automobile dealers in the local area. Commercially procured vehicles are

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ROUTING AND RECORD SHEET

SUBJECT (Optional)

Replacement of 1983 Oldsmobile Staff Car for ICS



FROM:

Director, Intelligence Community St

EXTENSION

NO.

DATE

23 August 1985

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. Mr. Henry Mahoney
Director of Logistics

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DCI/ICS 85-7155
23 August 1985

MEMORANDUM FOR: Mr. Henry Mahoney
Director, Office of Logistics

STAT FROM :
Director, Intelligence Community Staff

SUBJECT : Replacement of 1983 Oldsmobile Staff Car for ICS

1. Action Requested: Request approval to replace the 1983 Oldsmobile Staff car for the IC Staff.

2. Background: The subject car now has 54,241 miles and will reach the replacement criterion of 60,000 miles within the next few weeks. The Staff has experienced numerous mechanical problems with this car over the last month and it has been very unreliable.

3. It is suggested that the present car be replaced with a similar vehicle, i.e., a 1985 Delta 88 Oldsmobile. My preference is a 1985 model that has been located at Olmsted Oldsmobile in Arlington, Va. This vehicle meets the assigned standards for a Deputy Director of CIA.

4. Recommendation: Approval for the motor-pool to procure a replacement car locally in accordance with the attached requirements.

STAT

Attachment: As stated

APPROVED:

Director, Office of Logistics

All portions of this memorandum
are unclassified.

Attachment

NEW CAR REQUIREMENTS

1985 Delta 88 Oldsmobile

Power locks

Tinted windows

Trunk release

Rear-window defogger

Air conditioning

Outside remote mirrows - L - R

F-42 - firm ride pkg

Cruise control

Tilt steering wheel

Wire hub caps with locks

215-78-white tires

AM-FM stereo radio

Registration in Washington, D.C.

Type of Tags: DC rather than US Government